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IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re application of:

TANG et al.

Serial No.: 10/716,121

Filed: November 18, 2003

For: UNIVERSAL TIRE PRESSURE MONITOR

Attorney Docket No.: LEAR 04056 PUS

Group Art Unit: 2632

Examiner: Pope, Daryl C.

**RESPONSE TO NOTIFICATION
OF NON-COMPLIANT APPEAL BRIEF**

Mail Stop Appeal Brief - Patents
Commissioner for Patents
U.S. Patent & Trademark Office
P.O. Box 1450
Alexandria, VA 22313-1450

Sir:

In response to the Notification of Non-Compliant Appeal Brief mailed September 15, 2006, and pursuant to MPEP § 1205.3, Applicants submit herewith a revised "Summary Of Claimed Subject Matter" section of the Appeal Brief filed on August 24, 2006.

In that regard, the Notification indicated that the original "Summary Of Claimed Subject Matter" section of the Appeal Brief failed to correlate each of the independent claims with the summary set forth. No other deficiencies in the Appeal Brief were indicated in that Notification. Applicants' filing of this revised "Summary Of Claimed Subject Matter" section is a *bone fide* attempt to respond to and comply with the Notification, and entry of the revised section is therefore respectfully requested.

CERTIFICATE OF MAILING UNDER 37 C.F.R. § 1.8 (FIRST CLASS MAIL)

I hereby certify that this paper, including all enclosures referred to herein, is being deposited with the United States Postal Service as first-class mail, postage pre-paid, in an envelope addressed to: Mail Stop Appeal Brief - Patents, Commissioner for Patents, U.S. Patent & Trademark Office, P.O. Box 1450, Alexandria, VA 22313-1450 on:

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V. SUMMARY OF CLAIMED SUBJECT MATTER

As described in the specification of the present application in connection with Figure 2, the Applicants' claimed invention is directed to a universal tire monitor (16). With reference to Figure 2 and claims 1-10, the monitor (16) may include a pressure sensor (28), a controller (32), a transmitter (30) and a receiver (34). The controller (32) may store a plurality of manufacturers' codes. In existing TPM systems, manufacturers' codes may be used to identify a signal format including any number of characteristics, such as carrier frequency, modulation scheme, data format and/or encryption technique, for wireless signals (18). Prior to or upon installation of the monitor in a vehicle tire, a program signal (36) is sent to the receiver (34), such as by a technician, either via a remote transmitter (38) or an external interface (40). In this embodiment, the program signal (36) includes a command for use by the controller (32) to select one of the plurality of stored manufacturers' codes. Subsequently, during operation of the TPM system, the controller (32) controls the transmitter (30) to transmit wireless signals (18) according to the signal format indicated by the selected manufacturers' code. (*See, e.g.*, Specification, p. 6, l. 24 - p. 7, l. 27.)


Alternatively, with continuing reference to Figure 2, and referring now to claims 11-18, rather than storing a plurality of manufacturers' codes, the controller (32) may be used to store a particular manufacturer's code received via a program signal (36). Subsequently, during operation of the TPM system, the controller (32) controls the transmitter (30) to transmit wireless signals (18) according to the signal format indicated by the particular manufacturers' code received. In either of these embodiments, rather than being specially configured to operate in a particular TPM system, the tire monitor (16) is universal. That is, the tire monitor (16) has the ability to transmit wireless signals (18) according to any signal format, and can therefore be programmed to operate in any TPM system. (*See, e.g.*, Specification, p. 7, l. 28 - p. 8, l. 14.)

As described in the specification in connection with Figure 3, and with reference to claims 19 and 20, in another embodiment, the controller (32) may store a plurality of manufacturers' codes and, during operation of the TPM system, controls the transmitter (30) to transmit a series of wireless signals (18). Each one of the series of wireless signals (18) is transmitted according to the signal format indicated by a different one of the plurality of manufacturers' codes. In such a fashion, a wireless signal (18) is transmitted by the transmitter (30) for every type of TPM system. With reference to Figure 1, a control module (20) on-board the vehicle (12), including a receiver (24), recognizes one of the series of wireless signals (18) from the transmitter (30). Once again, rather than being specially configured to operate in a particular TPM system, the tire monitor (16) is universal. That is, the tire monitor (16) transmit wireless signals (18) according to a plurality of signal formats for every type of TPM system, and therefore operates in all TPM systems. (*See, e.g.*, Specification, p. 9, l. 6 - p. 10, l. 5, and p. 4, ll. 5-24.)

CONCLUSION

Applicants' filing of the above revised "Summary Of Claimed Subject Matter" section is a *bone fide* attempt to respond to and comply with the Notification of Non-Compliant Appeal Brief mailed September 15, 2006. Entry of the revised section is therefore respectfully requested.

Respectfully submitted,
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